(c) The Corporate Safety Plan is generally based on the recommendations of Railway Safety Review Committee (Khanna Committee) and encompasses technological upgradation, renewal of assets and better maintenance practices etc. This covers continuous rehabilitation and modernization of assets including tracks, railway bridges, signalling gears, rolling stock etc. The Corporate Safety Plan envisages a safety action plan involving total investment of Rs. 31,835 crores for safety related works in the ten years period.

(d) The Corporate Safety Plan has been formulated for the period 2003—2013. The timeframe for completion of safety enhancement works envisaged in the plan would depend on the quantum of work involved over the entire Indian Railways and availability of funds from year to year and *inter-se* priority of various projects.

Howrah-New Delhi Rajdhani accident

*179. SHRI KALRAJ MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether inquiries into the cause(s) of the Howrah-New Delhi Rajdhani accident on September 9, 2002 have been completed;

(b) if so, the findings thereof; and

(c) whether it was attributed to a sabotage and if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) Yes, Sir. The statutory inquiry by the Commissioner of Railway Safety, Eastern Circle into the derailment of Howrah-New Delhi 2301 Up Rajdhani Express near Rafiganj in Aurangabad District of Mughalsarai Division on September 9, 2002 has been completed. The final report was received on 11.11.2002.

(b) and (c) Commissioner of Railway Safety, Eastern Circle, attributed the accident to 'opening of fishplates and elastic rail clips of the cess side single rail in Howrah end approach of Bridge No. 445 by some miscreants'. He classified the accident under the category of 'Sabotage'.